

TOP SECRET

1537Z 22 JAN 63

ADOSA
DAD-OSA
admin

DDR
DDP
CJFE
CJNE
CIPS
MD
DD
Intv
RB

DIRECTOR

25X1A

OSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16)

S/C (17)

PRIORITY

EDD
WER
KB
RLP
RDO
PAG
SAH

25X1A

IN 63370

0654

TOR: 1707Z 22 JAN 63

25X1A

PRITY

PRITY

NO NITE ACTION

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COL LEDFORD FROM

1. MSN 3215 WENT VERY SMOOTHLY. ROUTE WAS FLOWN AS BRIEFED WITH NO KNOWN DEVIATIONS. NAVIGATION WAS A DIFFICULT PROBLEM AS THE MSN COVERED A VERY DESOLATE REGION WITH FEW CHECKPOINTS AND MANY MOUNTAINS. THE WEATHER WAS GENERALLY AS BRIEFED AND THE MSN WAS WITHIN ONE MINUTE OF THE FLT PLAN ALL THE WAY AROUND.

25X1D

3. ALL SYSTEMS AND SPECIAL EQUIPMENT FUNCTIONED VERY WELL DURING THE MSN UP TO THE POINT THAT A LOWER QUE-BAY SEAL BLEW. THE DRIVER REPORTS HE HAD FINISHED HIS FLIGHT LINES AND HAD SHUT

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[] 0654 IN 63370 T O P S E C R E T PAGE TWO

OFF THE [] HAVING EXITED THE AREA OF INTEREST. THE QUE-BAY
PRESSURE WENT TO 57M FT AND STABILIZED. CABIN PRESSURE WENT TO
42M. THE PRESSURE LOSS CAUSED THE INVERTER TO FAIL. THE HATCH
HEATER BLOWER ALSO FAILED CAUSING THE HATCH HEATER TO PUT OUT
EXCESSIVE HEAT BEFORE IT IN TURN FAILED. THE HEAT DAMAGED THE
25X1A [] RIGHT ACCESS COVER ASSY. WE HAVE PLACED AN URGENT
REQUISITION FOR THIS PART. IN THE MEANTIME ONE CONFIG IS AOCP.
THIS ONE PROBLEM MARRED WHAT OTHERWISE WOULD HAVE BEEN A VERY
GOOD MISSION.

4. THERE WAS NO FUEL CURVE PROBLEM AS WAS ENCOUNTERED ON MSN
[] AND THE ACFT WAS IN EXCELLENT SHAPE EXCEPT FOR THE QUE-BAY
PRESSURIZATION ITEM.

END OF MESSAGE

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T O P S E C R E T